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## **V. ENVIRONMENTAL IMPACT ANALYSIS**

### **A. AESTHETICS**

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#### **1. INTRODUCTION**

The following analysis includes a discussion of aesthetics, views, and light and glare. Aesthetics refers to the visual qualities of an area or within a given field of view. Aesthetics includes aspects such as size, shape and color as well as the relationships between these elements. Aesthetic features consist of unique or prominent natural or man-made attributes or several small features that, when viewed together, create an image that is visually interesting or appealing.

Views involve visual access to aesthetic features. Viewsheds are defined by landscape elements and/or building locations. In general, visual access is closely tied to topography and distance from the resource.

Light impacts are associated with the use of artificial light during the evening and nighttime hours. Artificial light may be generated from point sources as well as from indirect sources of reflected light. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

## **2. ENVIRONMENTAL SETTING**

### **a. Existing Conditions**

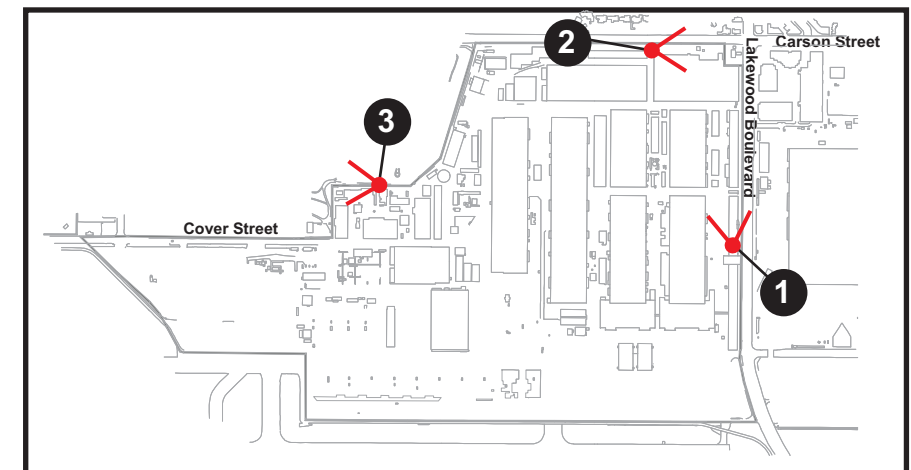
#### **(1) Aesthetics**

As described in Section III, Project Description, occupied floor area within the project site is generally located within the western portion of the site, in an area known as the Boeing Enclave. Most of the other buildings that remain on this site are currently vacant. Demolition activities are currently underway throughout the project site in conjunction with a mandated soil and groundwater remediation program (refer to Section IV, Overview of Environmental Setting, for further discussion). Prior to commencement of demolition, the PacifiCenter site included over five million square feet of permitted, usable floor area, consisting of office, manufacturing, assembly, research and development (R&D), warehouse, and mechanical space. The majority of this floor area was provided in low- to mid-rise industrial structures, R&D buildings, and airplane hangars. Most of the buildings were constructed of corrugated metal, with portions of some buildings containing brick and/or concrete. Several trailers, modular buildings, and other miscellaneous structures were also located throughout the project site. In addition, the eastern portion of the site includes a nine-story, mid-rise, executive office building constructed of black glass on two facades. The remainder of the site is paved with asphalt or concrete and is used for a variety of purposes, including an engine run-up/aircraft testing area and surface parking lots. There are currently chain link fences along the periphery of much of the project boundary. Figure 22 on page 186, Figure 23 on page 187, and Figure 24 on page 188 provide photographs that depict the aesthetic character of recent development within and around the project site.

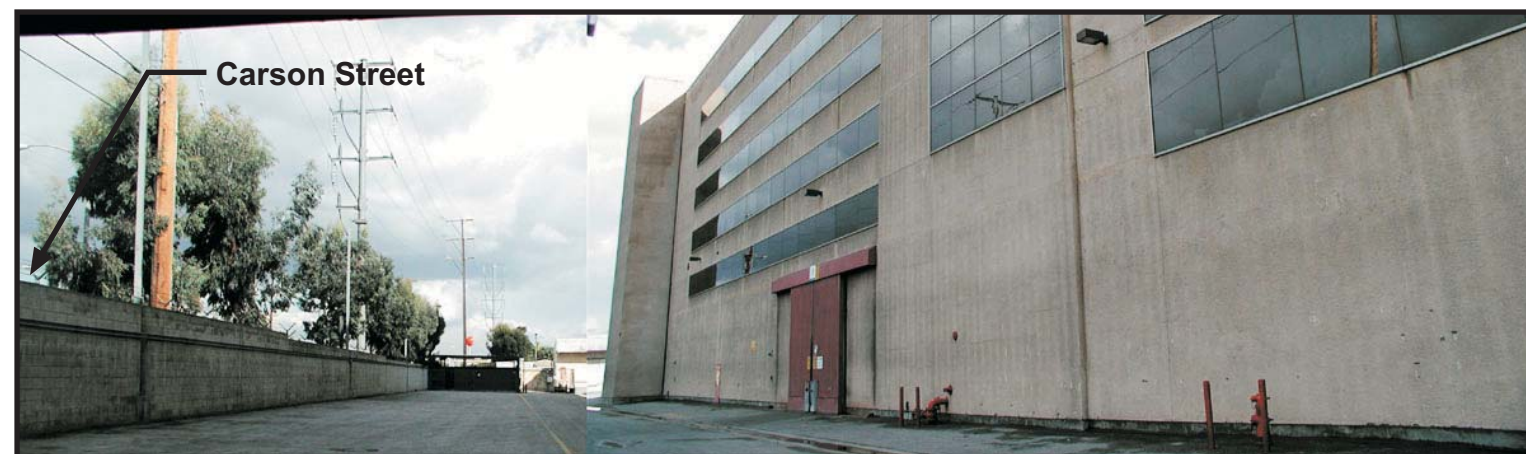
The type and amount of development within the project site and the immediate vicinity create an urban setting. The project site itself has historically been characterized by warehouse/industrial structures. Prior to commencement of demolition, the majority of the project site was oriented inward, with unbroken building facades along much of Lakewood Boulevard. Vegetation within the project site is limited to landscape plantings of common ornamental trees and shrubs, the majority of which are located in the southeastern portion of the site and along the northern and eastern perimeters fronting Carson Street and Lakewood Boulevard. Designated open space areas or unique natural features are not located within the project site. The demolition of existing structures on-site has affected the aesthetic character of the PacifiCenter site such that portions of the site are likely to have an incomplete, disrupted, or unattractive appearance that will visually contrast with surrounding development. To conceal views of demolition sites, the current demolition activities have been completely enclosed by screen fencing.



**Photograph 1:** View of development within and adjacent to the site along Lakewood Boulevard, looking north (prior to the commencement of demolition activities).



VIEW LOCATION OF  
SITE PHOTOGRAPHS

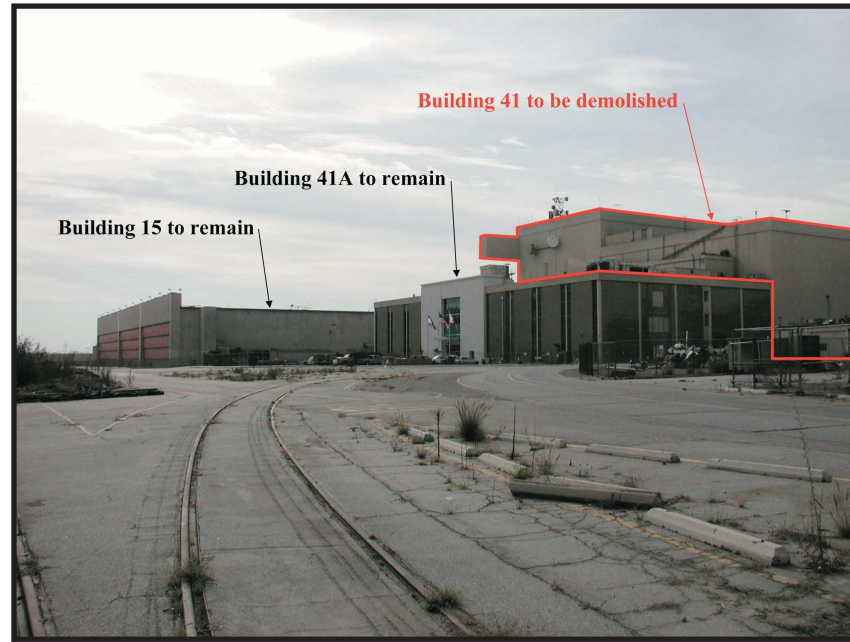


**Photograph 2:** View of on-site development along Carson Street, looking east toward Lakewood Boulevard (prior to the commencement of demolition activities).



**Photograph 3:** View along the perimeter of the site, adjacent to Lakewood Country Club, looking southwest

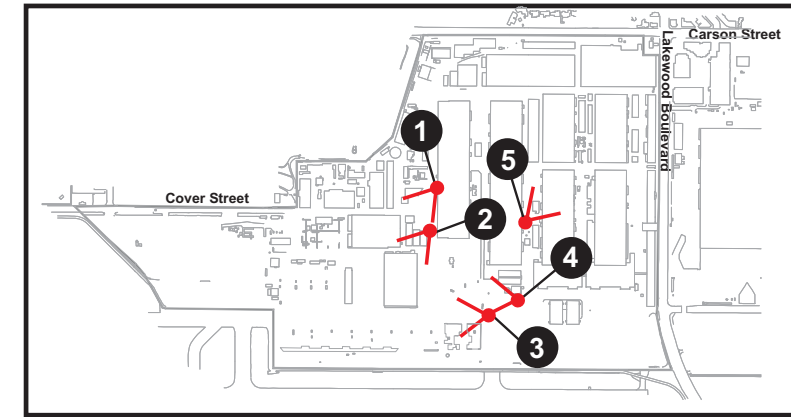




**Photograph 1:** Looking southwest from the central portion of the site at the Enclave.



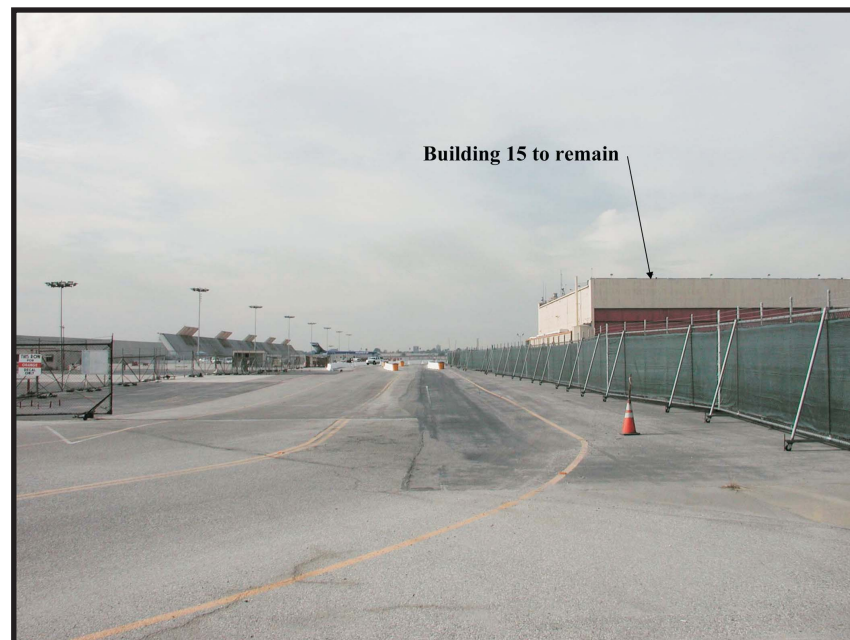
**Photograph 2:** Looking southwest from the central portion of the site at the Enclave.



VIEW LOCATION OF  
SITE PHOTOGRAPHS



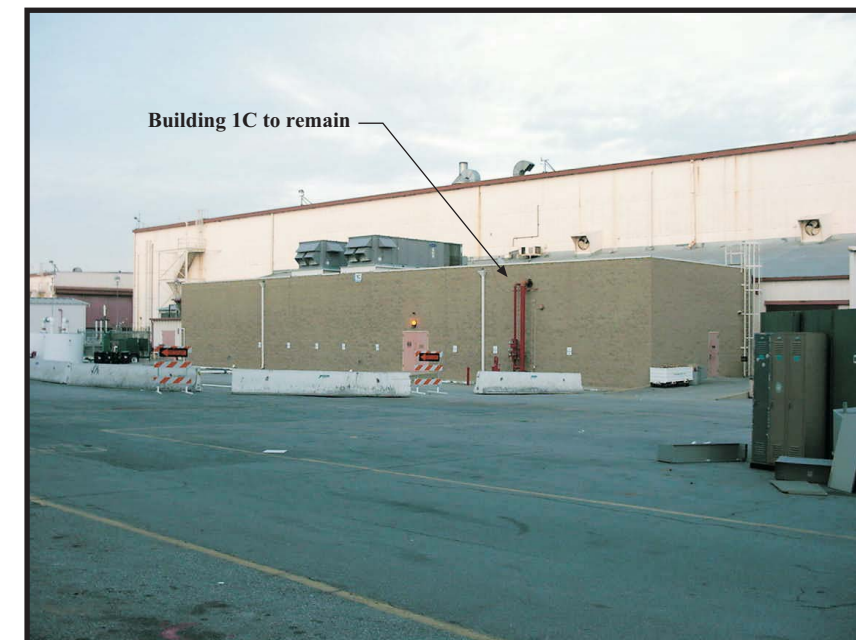
New Facade on Building 41A  
in the Enclave



**Photograph 3:** Looking northwest from the southern portion of the site at the Enclave.

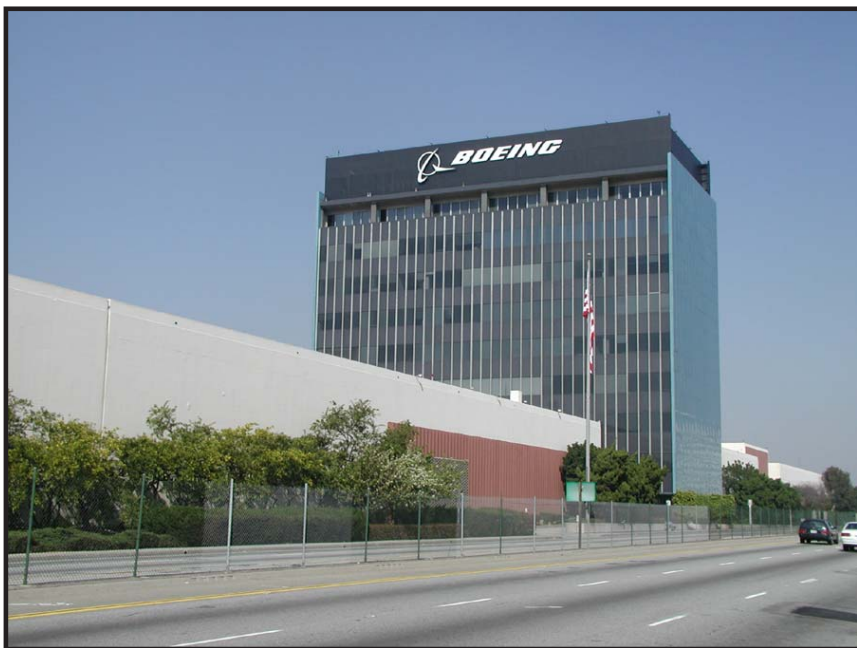


**Photograph 4:** Looking northwest from the southern portion of the site at the Enclave.

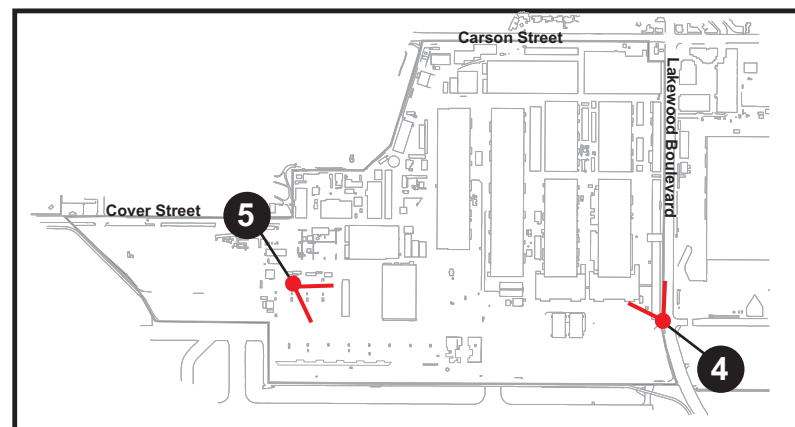


**Photograph 5:** Looking east at Buildings 1 and 1C.





**Photograph 4:** View of existing on-site development along Lakewood Boulevard.



**VIEW LOCATION OF  
SITE PHOTOGRAPHS**



**Photograph 5:** View of existing development within the interior of the project site.

As discussed in Section III, Project Description, the Long Beach Municipal Airport (Airport) and airport-related land uses are located to the south and southwest of the site. In addition, Boeing currently operates two aircraft assembly facilities within the area. One is located east of the project site along Lakewood Boulevard and the other is located southwest of the site and west of the Airport. The area immediately north of the site consists of the Lakewood Country Club Golf Course and single-family residences known as the Lakewood Country Club Estates. There is some commercial development located near the intersection of Lakewood Boulevard and Carson Street and on Carson Street west of the Lakewood Country Club. In addition, the Skylinks Golf Course is located to the southeast of the site.

Notable aesthetic features within the surrounding vicinity include the San Gabriel Mountains to the distant north and Signal Hill to the southwest. Additional facilities in the local area that could be considered aesthetic features include the Lakewood Country Club Golf Course and Skylinks Golf Course, the latter of which is not very visible from the project site or from areas surrounding the site due to the relatively flat topography of the area.

## **(2) Views**

The project site is relatively flat, with a slight increase in elevation from the southeastern boundary to the northwestern boundary of the site. Existing views from the site and the surrounding areas are short in range and generally limited to the roadway corridors and parking areas. However, intermittent views of Signal Hill are provided from the western side of the site and from other areas in the vicinity of the site. In addition, the San Gabriel Mountains can be seen from certain areas in the surrounding vicinity, although due to their distance, the mountains are not a prominent feature from any vantage point. Views of the Airport and associated aviation activities are also available from the project site and surrounding roadways. Views from and across the project site will be affected by the demolition activities presently occurring on portions of the site. Although long-range views from certain vantages may become available as buildings are removed, off-site views of those portions of the site where demolition activities are occurring may be considered to be negatively affected.

Views from the Lakewood Country Club Estates consist primarily of short-range views defined by the location of the residences as well as by the street trees that line the roadways throughout that neighborhood. Within the neighborhood, there are intermittent views of the upper portions of some of the existing buildings on the project site. Some of these views will be altered as taller buildings are removed as part of the ongoing

demolition activities. There are also limited intermittent views of Signal Hill from this neighborhood.

Views of the site from areas to the east and west are also limited to the upper portions of the existing on-site structures. These views are shaped by existing development on the project site and in the surrounding vicinity, including the office buildings on the east side of Lakewood Boulevard, buildings associated with Long Beach Community College, and commercial structures throughout the vicinity. Such views may be altered as buildings are removed as part of the ongoing demolition activities on-site.

Open space associated with the Airport provides more expansive views of the project site from the south. In addition, there are views of the project site from portions of the Lakewood Country Club, particularly from the southernmost portion of the golf course south of Carson Street. From vantages within the southeastern corner of the golf course, views of and beyond the site include portions of the Airport and views of Signal Hill.

Signal Hill, which is located to the southwest of the site on the opposite side of Interstate-405, is the only predominant topographical feature in the area. This area, which is at an elevation of approximately 400 feet above mean sea level (amsl), provides panoramic views of the City of Long Beach and surrounding areas, as well as the Pacific Ocean. Signal Hill also provides unobstructed, long-range views of the project site and the vicinity, including the San Gabriel Mountains in the distance to the north.

### **(3) Light and Glare**

Nighttime lighting is present throughout the vicinity of the project site. Such lighting consists of street lights, aviation-related lighting associated with the Airport, building façade lighting along Lakewood Boulevard and along Carson Street east of Lakewood Boulevard, including illuminated signs and rooftop neon signage (including the Fly DC Jets neon roof sign<sup>46</sup>), and illumination from vehicle headlights. The intensity of this lighting is reduced within the Lakewood Country Club where there is no nighttime lighting. The Skylinks Golf Course has a driving range that is lighted at night. Night lighting also includes red, steady, low-intensity aircraft warning lights located on top of some buildings, blast walls and other structures such as light poles. For purposes of this aesthetics analysis, the primary light-sensitive use in the vicinity of the project is the residential neighborhood located to the north of the project site (the Lakewood Country Club Estates).

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<sup>46</sup> *The Fly DC Jets is a potentially historic, rooftop, neon sign located at the 717 facility on the property on the east side of Lakewood Boulevard.*

Light levels generated within the project site are low, as most of the buildings are industrial and do not have brightly lit façades or entrances. Furthermore, the removal of several buildings has correspondingly reduced light levels on-site. The flight ramp has seven light poles. Of the seven poles, only portions of four poles are used for security purposes from dusk until dawn. During production, one of the poles is used as needed based on production rates and daylight savings time. There is a large surface parking lot located in the southeastern portion of the site and a smaller surface lot located in the western-most portion of the site, both of which have low-level night lighting. In addition, there are several smaller surface parking areas located throughout the site that have low-level night lighting. However, most of these lots are concentrated within the southern portion of the site and are screened from residential uses by buildings on the northern portion of the site. (Such screening will continue to the extent that these buildings remain.) Illuminated signage is limited on-site and includes a lit sign at the top of the nine-story office tower, which is visible from surrounding surface streets, the 405 freeway, and certain vantages within the Lakewood Country Club Estates. Aside from nighttime lighting directed onto a flagpole located on Lakewood Boulevard, there is no other accent lighting on-site.

Sensitive receptors relative to glare generation include motorists traveling on the surrounding roadways and the Lakewood Country Club Estates. There are no buildings, structures, or facilities on the project site that presently generate substantial glare since most of the buildings on the project site are constructed of corrugated metal and have few or no windows. However, the nine-story office building located along Lakewood Boulevard is constructed of black glass on its northern and southern façades and has some potential to generate glare along Lakewood Boulevard. In addition, the surface parking lots on-site have a limited potential to generate glare reflected off vehicle windows and surfaces in some locations during daytime and nighttime hours. These surface parking lots are shielded by screen fencing and are not located in close proximity to the residential uses or major transportation corridors.

## **b. Regulatory Framework**

Several City of Long Beach and City of Lakewood policies and ordinances that regulate aesthetics, views, and light and glare issues are applicable to the proposed project. These policies and ordinances are summarized below.



## **(1) City of Long Beach**

### **(a) City of Long Beach General Plan**

The Long Beach General Plan includes several elements that address issues related to urban design and the overall aesthetic nature of the City. The Land Use Element includes an Urban Design Analysis that outlines several goals and objectives for the urban character of the City. This analysis identifies the importance of building heights and masses and the tendency toward a greater variety of uses within the Airport Activity Center, which includes the project site. It also emphasizes visual compatibility, good design, and landscaping.

The Transportation Element of the Long Beach General Plan includes a functional classification of streets policy that addresses the integration of land use and transportation policies. Policy 5 of the Functional Classification of Streets section of the Transportation Element calls for the application of a strict set of design criteria to future improvements that assure aesthetic appeal to users and residents, including the undergrounding of utilities and landscaping where appropriate.

The Scenic Routes Element of the Long Beach General Plan is the most relevant to aesthetics, views, and light and glare. The Scenic Routes Element was adopted in 1975 and addresses aesthetics and physical design throughout the City. This Element identifies Carson Street as a potential scenic route. However, the only officially designated scenic route within the City of Long Beach is Ocean Boulevard, which is located outside of the area immediately surrounding the project site.

### **(b) City of Long Beach Zoning Ordinance**

The City of Long Beach Zoning Ordinance regulates urban form and aesthetics through land use designations and implementation of development standards. As discussed in detail in Section V.H, Land Use and Planning, of this EIR, the 238-acre portion of the project site that is located within the City of Long Beach is currently zoned Douglas Aircraft Planned Development District (PD-19). The ordinance dictates the height limitations and setbacks of the buildings on the project site and requires that if a tall building is constructed adjacent to a public right-of-way, the building shall be designed so as not to be visually imposing on adjacent properties. Furthermore, such buildings are to be designed to enhance visual character through the use of appropriate building materials, façade treatments, finishes, and landscaping. In addition, the Zoning Ordinance requires screening of parking lots, parking structures, and rooftop mechanical equipment. The

Zoning Ordinance requires site plan review for new development either by the Planning and Building Department or by the Planning Commission to ensure high quality design and site planning.

## **(2) City of Lakewood**

### **(a) City of Lakewood General Plan**

The 23-acre portion of the project site that is located within the City of Lakewood is designated in the Lakewood General Plan Land Use Element (1996) as Industrial and is located within a Redevelopment Area, as discussed in Section V.H, Land Use and Planning, of this EIR. The General Plan indicates that the maximum height for buildings located within this designation is four stories or 55 feet, whichever is less.

The Land Use Element recognizes aesthetic considerations that serve to establish goals to direct the physical design of the City. These aesthetic considerations are implemented through a variety of programs, including Lakewood Beautiful, the City's Development Review Board, and the Underground Utility District, and include the following:

Goal 6: Physical improvements within the City shall be attractive and relate well with the surrounding setting and landscape. Less pleasing aspects of development shall be tempered with appropriate physical and/or landscape designs.

Policy 6.1: Temper the less pleasing aspects of development, such as commercial signs, above ground storage tanks, parking lots, large expanses of plain or stucco walls, roof-mounted equipment, etc.

### **(b) City of Lakewood Zoning Ordinance**

As discussed in Section V.H, Land Use and Planning, of this EIR, the portion of the project site located within the City of Lakewood is zoned M-2 (Heavy Manufacturing). Building heights in the M-2 zone are limited to four stories or 55 feet, whichever is less.<sup>47</sup> The Lakewood Zoning Ordinance also includes regulations regarding the screening of rooftop equipment, storage areas, parking areas, and loading zones. In addition, the Zoning Ordinance sets light and glare standards for public streets and other parcels.

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<sup>47</sup> Zoning Ordinance building height restrictions are measured to the ceiling of the uppermost floor.

### **3. ENVIRONMENTAL IMPACTS**

#### **a. Methodology**

The assessment of aesthetic impacts is based upon the potential for the project to negatively affect the aesthetic character of the surrounding vicinity. The potential for project implementation to improve the aesthetic qualities associated with the site is also addressed. As part of this analysis, distinct aesthetic features and the overall aesthetic character of the area were recorded based on field surveys, photographic interpretation, and topographic analysis.

The analysis of view impacts is based on the potential for the project to result in changes to existing views within and near the project site as perceived by the public (e.g., motorists and pedestrians on the surrounding roadways) and private citizens (e.g., residents and property owners within the vicinity and users of the golf courses). The analysis addresses both the degree to which proposed development may obstruct or detract from existing views and on- or off-site aesthetic features from representative viewing locations, as well as the extent to which project development or design features may create new view opportunities or improve existing views. The identification of views within the project site and surrounding area was accomplished through field surveys, photographic interpretation, and topographic analysis.

The analysis of light conditions associated with the PacifiCenter site consisted of visual observations during the evening and nighttime hours. The evaluation of nighttime illumination included an assessment of the lighting conditions within the surrounding vicinity, as well as the degree of exposure to light intensities experienced by surrounding land uses. Potential light sources from the PacifiCenter project will include low to moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting, and landscaping, as well as street lighting and residential lighting. A qualitative analysis of the potential for an increase in ambient light levels and light spillover onto off-site light-sensitive uses was conducted. Nearby sensitive receptors were identified through review of the aerial photograph and during a survey of the area.

The evaluation of existing glare conditions associated with the project site included visual observations of the site. The potential for substantial changes to existing glare generation from future development of the site was then evaluated. Nearby receptors



sensitive to glare exposure were identified through a windshield survey of the area and review of the aerial photograph.<sup>48</sup>

### **b. Thresholds of Significance**

For the purposes of this analysis, impacts to aesthetics will be considered significant if:

- Components of the project will be inconsistent with applicable plans and policies, as set forth by the Cities of Long Beach and Lakewood General Plans and Zoning Ordinances;
- The project will substantially degrade the existing visual character or quality of the site and its surroundings;
- The height and massing of structural elements proposed by the project will not be compatible with existing development within comparable zones or substantively exceed expectations associated with adjoining zones within the surrounding area; or
- Features or elements that contribute positively to the visual character of the area will be removed or demolished.

For the purposes of this analysis, impacts to views will be considered significant if:

- Implementation of the proposed project will conflict with applicable regulations relating to view resources, as set forth by the Cities of Long Beach and Lakewood General Plans and Zoning Ordinances;
- Project development will substantially obstruct valued views of on- or off-site aesthetic features from public or private vantages; or
- The project has a substantial adverse effect on a scenic vista.

For purposes of this analysis, impacts associated with light and glare will be considered significant if:

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<sup>48</sup> A windshield survey is an overview of the project site as observed from an automobile.

- Implementation of the proposed project will conflict with applicable regulations relating to visual resources associated with light and glare, as set forth by the Cities of Long Beach and Lakewood General Plans and Zoning Ordinances;
- The project creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or
- The project will include highly reflective surfaces that produce intense glare onto adjacent glare-sensitive uses.

### **c. Project Features**

As discussed in Section III, Project Description, while the majority of the buildings will be removed as part of the remediation program that is currently underway, the 48-acre Boeing Enclave, in which a variety of aircraft production-related uses presently exist, is expected to remain operational during project construction for all or a portion of the development period until Boeing no longer has use for the Enclave in its current capacity. Figure 22 provides photographs of Buildings 15 and 41A located within the northern and eastern portion of the Boeing Enclave. As shown in Figure 25 on page 197, landscaping will be installed on the eastern side of the Enclave and on the north side of the fence surrounding the Enclave to provide a softer edge around the Enclave.

As discussed in Section III, Project Description, and shown in Figure 5 on page 118 Boeing's communications building, Building 1C, located within the eastern portion of the site, north of proposed A Street will remain as part of the project. This building is a rectangular building 35 feet wide and 120 feet long and is constructed of split-face concrete block as shown in Figure 23 on page 187. In the proposed PacifiCenter Land Use Plan, Building 1C will be located in the Medium-High Density Housing/Mixed Use/Retail area north of A Street and east of the Civic Park. The south side of 1C will be screened from views along A Street by an architectural facade. This facade could be an actual ground floor retail building, or it could be an unoccupied architectural facade. The remaining east, west and north sides of 1C will also be screened to minimize views of the structure. This will be accomplished with either an architectural facade similar to the south side of the building, with landscape screening using evergreen trees and shrubs in front of a masonry wall or with landscape screening using evergreen trees and shrubs. Should the north, east or west side of 1C be located fronting A street, then the street will be located so that the building is set back from the right-of-way in a similar manner as if it were a new building in this area.

## LEGEND

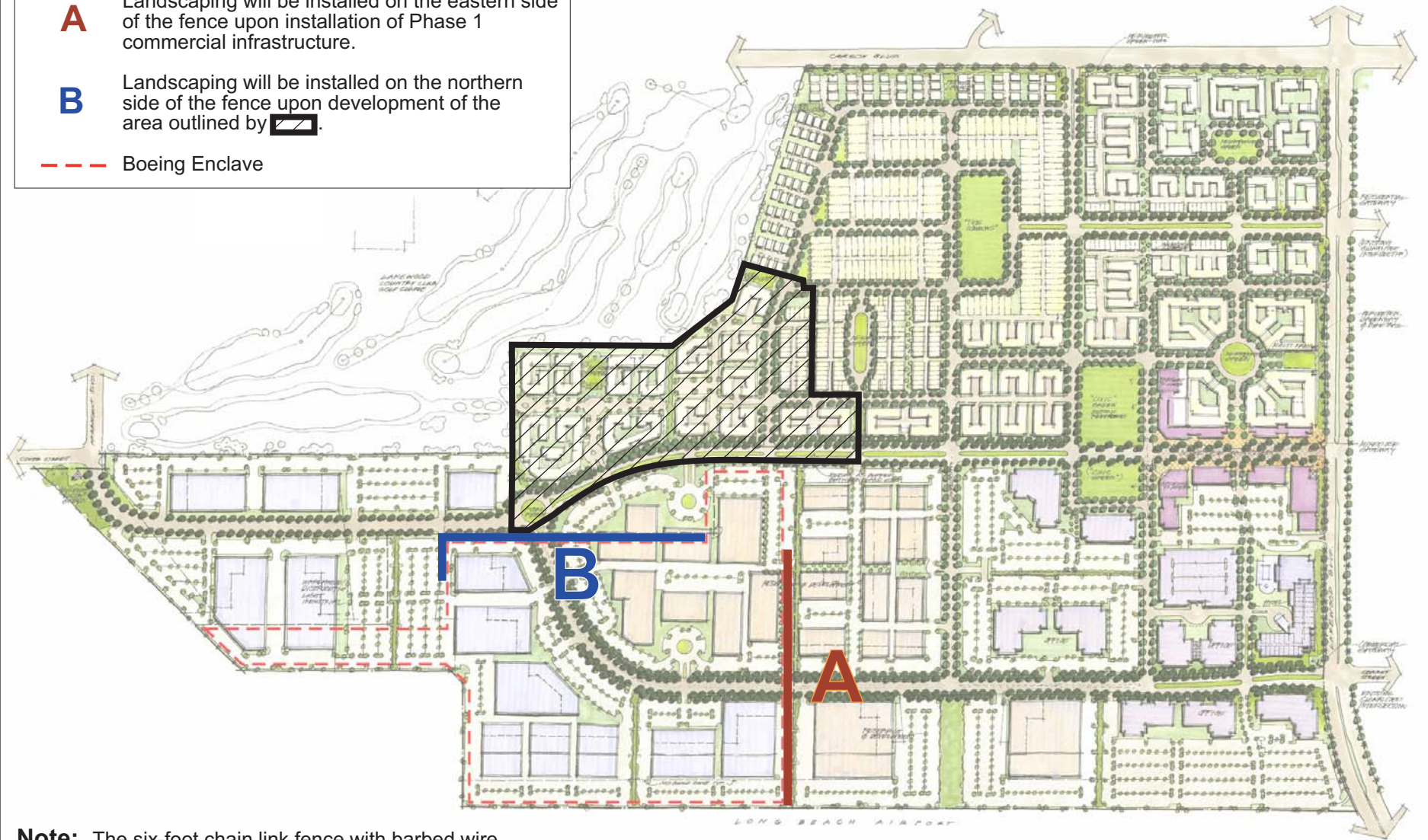
**A**

Landscaping will be installed on the eastern side of the fence upon installation of Phase 1 commercial infrastructure.

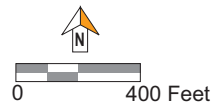
**B**

Landscaping will be installed on the northern side of the fence upon development of the area outlined by .

--- Boeing Enclave



**Note:** The six-foot chain link fence with barbed wire will remain.



Source: MVE Architects, January 2004

Figure 25  
Proposed Landscaping Around the Enclave



Minimum setbacks will be established within PD-32 for the primary roadways within the project site. These setbacks are illustrated in Figure 19 on page 142 in Section III, Project Description. These setbacks, which are generally measured as the distance between the property line and proposed building face, range from 2 feet along A Street within the retail overlay zone for street oriented retail buildings to 28 feet along Carson Street. The established setbacks along the project's periphery include:

- A 28-foot setback from the property line along Carson Street (excluding the 12-foot right-of-way).
- A 26-foot setback from the property line along Lakewood Boulevard (excluding the 14-foot right-of-way).
- A 20-foot setback from the property line adjacent to the Lakewood Country Club.<sup>49</sup>
- A minimum 20-foot setback along the limited portions of the Airport edge on the southern and southwestern boundaries of the project site that are not part of the Long Beach Airport Layout Plan Building Restriction Zone. The no-build zone, which is greater than 20 feet in width, extends along most of the southern portion of the project site.

Setbacks for several of the internal streets are as follows:

- A 2-foot setback from the property line (excluding the 10-foot right-of-way) along A Street between Lakewood Boulevard and 1st Street for street-oriented retail uses.
- A 10-foot setback from the property line (excluding the 11-foot right-of-way) along 1st Street.
- An 18-foot setback from the property line (excluding the 11-foot right-of-way) along other internal collector roadways, including 2nd and 3rd Streets, except

<sup>49</sup> *If A Street in the western portion of the site is located adjacent to the Golf Course, the minimum building setback will be 5 feet from the property line (excluding the 11-foot right-of-way).*

for those street segments that abut Building Restriction Zones, where adjacent development is not permitted.<sup>50</sup>

These proposed setbacks, as well as proposed sidewalks and landscape areas, are also illustrated in Figure 10 on page 129 through Figure 13 on page 132 within Section III, Project Description.<sup>51</sup>

As shown in Figure 14 on page 135 in Section III, Project Description, seven height zones are proposed as part of the project. All height zones will comply with FAR Part 77 height requirements. Within these height zones, maximum building heights will range from 14 to 120 feet above proposed grades.<sup>52</sup> The tallest structures will be located within a northern portion of the proposed Commercial area, located primarily between A and B Streets and extending from Lakewood Boulevard to just west of 3rd Street (north of A Street). Within this area, east of 1st Street and along Lakewood Boulevard, commercial buildings could reach a maximum of between 90 and 120 feet above grade; west of 1st Street, commercial buildings ranging from up to 43 to 90 feet above grade could be developed.<sup>53</sup> The minimum Commercial height zone will be located in the City of Lakewood. Building heights in this area will be limited to 14 to 55 feet. Building heights within the first 100 feet south of Carson Street will be limited to 35 feet above the curb elevation similar to heights allowed by the R-1 zoning for the existing residential uses north of Carson Street. Within the eastern portion of the Housing area, from just east of 1st Street to Lakewood Boulevard (with the exception of the portion that is immediately adjacent to Carson Street), structures will be limited to 75 feet above the curb elevation. The western portion of the Housing area extending from just east of 1st Street to the Lakewood Country Club golf course (with the exception of the portion immediately adjacent to Carson Street), will be limited to 45 feet in height above the curb elevation. Commercial uses south of B Street to the east of 3rd Street, south of A Street to the west of 3rd Street, (except for areas within the Building Restriction Zone and in the City of Lakewood) will be limited to between 22 and 65 feet above grade.

<sup>50</sup> *Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than 30 feet, in accordance with the Design Guidelines to be implemented as part of the project.*

<sup>51</sup> *Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than the setbacks indicated in Figure 19 on page 142.*

<sup>52</sup> *The proposed maximum building heights are measured from curb elevation to the top of a parapet or midpoint of a pitched roof within the City of Long Beach. Project buildings located within City of Lakewood will be limited to four stories and 55 feet, measured to the ceiling of the uppermost story.*

<sup>53</sup> *The range in heights within some of the height zones is due to FAA height restrictions.*

Within the project site, utility lines for water, gas, sewer, electricity (including the transmission lines for the 66-KV substation), and communications will generally be installed underground. The installation of underground utilities will not interfere with the ongoing remediation program mandated by the Los Angeles Regional Water Quality Control Board (LARWQCB) and shall be consistent with a Risk Management Plan (RMP) that is designed to ensure the long-term health and safety of future residents and employees at PacifiCenter as it relates to the separate remediation program. For further information refer to Section IV, Overview of Environmental Setting, and Section V.E, Hazards and Hazardous Materials.

Service areas, including loading docks, refuse collection areas and storage areas will be visually screened from the street and adjacent parcels through the incorporation of architectural elements and landscaping or located in a manner that reduces public view impacts. Parking structures will also be visually integrated along public streets through use of different grades, building materials, and/or landscaping.

The Design Guidelines for the project will address landscaping, which will be provided throughout the project site along the primary parkways, within building setbacks, parks and at the entrances to the site. The landscaped areas along the site periphery will be the most visible areas from off-site and will act as visual buffers between on- and off-site uses. For example, new landscaping will be introduced along Lakewood Boulevard.<sup>54</sup> Landscaped parkways provided along portions of the project boundaries adjacent to public streets may include sidewalks and will provide separation between the proposed on-site development and the off-site land uses and roadways. In addition, approximately 10.5 acres of park space are proposed as part of the PacifiCenter project, with 7.5 acres located within the residential land use area and 3.0 acres within the commercial area of the site. Park resources will range from less than one to approximately 4.5 acres in size and will include several neighborhood greens, a residential park referred to as The Commons, and a larger, centrally located Civic Green which would include a band stand, public art and restrooms.

The project includes roadway improvements throughout the site, as shown on the Proposed Circulation Plan in Figure 9 on page 127, in Section III, Project

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<sup>54</sup> *Boeing has already commenced with the installation of landscaping improvements, including the planting of several hundred trees, along Lakewood Boulevard from Spring Street to Conant Street. As part of the PacifiCenter project, these landscaping improvements will be continued from the project site boundary to Carson Street as the project is developed.*



Description.<sup>55</sup> Primary vehicular entrances will be developed at A Street (between Carson Street and Conant Street) and Conant Street (referred to as B Street within the project site), as well as at 1<sup>st</sup> Street off of Carson Street and at Paramount Boulevard, from which existing site access will be realigned. The new roadways will typically be two to four lanes wide with streetscaping and pedestrian improvements, including sidewalks and bike lanes, as shown in Figure 10 on page 129 through Figure 13 on page 132 in Section III, Project Description.

Project signage and exterior lighting will be limited in accordance with the Design Guidelines, which will address aspects such as sign and fixture type, height, design, spacing, and color. Nighttime exterior light sources will be focused onto the surfaces to be lit (e.g., building details, landscape elements, signs, and pedestrian areas) and shielded as appropriate. Lighting for parking facilities will be directed onto the site and shielded so as to prevent light spillover effects. Architectural and accent lighting will use indirect or hidden light sources. Lighting within on-site parking structures will be screened through architectural elements and landscaping, or through the use of parking structure lights with cut-off shrouds to eliminate the spill of light from within, including from the rooftop. Rooftop lighting will be limited to security lighting or aviation warning lights that may be required by FAA. As discussed in Section V.E, Hazards and Hazardous Materials, of this EIR, in accordance with Airport Land Use Plan (ALUP) Safety Policies, uses that may direct a steady or flashing light of red, white, green, or amber colors toward aircraft engaged in takeoff or landing within a Runway Protection Zone (RPZ) will not be permitted within the project site. In order to minimize glare potential, glass box buildings, mirrored glass with high exterior daylight reflectance, or reflective glazing will not be permitted on the site.

As discussed in Section V.M.4, Energy, an electrical substation may be developed on-site by approximately 2009. Although design of the substation will not commence until approximately 2006, Southern California Edison has provided general information on the size of the facility. The substation will have a maximum footprint of approximately 230-feet by 305-feet, and power lines connecting to the substation will be routed through new underground substructures. Thus far, two potential locations have been identified for the substation as shown in Figure 8 on page 124, Section III, Project Description. If located in the residential portion of the project site or fronting A Street in the commercial area, the substation will be a low profile structure (equipment will be approximately 12 feet in height) If the substation is located in the commercial area not fronting on A Street the equipment

<sup>55</sup> *As referenced in Figure 6 on page 120, the locations of 1st, 2nd, and 3rd Streets may be shifted slightly in response to the specific locations of new buildings. In any case, the location of 1st Street will not be aligned with Lakewood Drive to the north. Slight changes in the street alignments will not affect the analysis of aesthetics, views, light, or glare, as presented herein.*

will be approximately 20 feet in height. In either scenario, an 8-foot masonry wall will be located at the building setback line, and perimeter landscaping will be installed between the right-of-way and the wall consisting of trees, shrubs, and ground cover. In addition, fencing and perimeter landscaping located along the north and east sides of the Boeing Enclave as shown in Figure 25 on page 197 will obstruct views from and across the project site of the run-up and demolition activities.

#### **d. Analysis of Project Impacts**

##### **(1) Aesthetics**

The proposed project will result in the removal of existing on-site buildings and landscaping, with development of new buildings, structures, recreational areas, open space, and landscaping.<sup>56</sup> The Land Use Diagram provided in Figure 4 on page 117 in Section III, Project Description, depicts the general location of the proposed land uses. Development will visually alter the character of the PacifiCenter site. However, based on the existing visual setting, including the disrupted appearance of those portions of the site currently being demolished, and the limited aesthetic features in the vicinity, the project elements that will be introduced will substantially improve the site's overall aesthetic setting, given the Project Features that will be implemented as part of the development.

The proposed architecture, height and location of proposed structures, building setbacks, massing, and landscaping will influence the overall aesthetic character of the site. The Project Features, described above, are designed to create a high quality visual setting. Any infrastructure-related elements such as service areas, communications facilities, and utility lines will be visually integrated into the site or placed underground. Parking structures will also be visually integrated into the site as discussed above.

While the maximum building heights in some areas will increase with implementation of the proposed project pursuant to the proposed rezoning of the site,<sup>57</sup> reduced heights will be established in proximity to surrounding sensitive uses, particularly residences to the north. The site-wide variation in building heights will introduce new

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<sup>56</sup> Many on-site structures are currently in the process of being removed as part of permitted demolition activities necessitated by a mandated remediation program for the project site. Refer to Section IV, Overview of Environmental Setting, and Section V.H, Hazards for further discussion of the mandated remediation program and associated demolition activities.

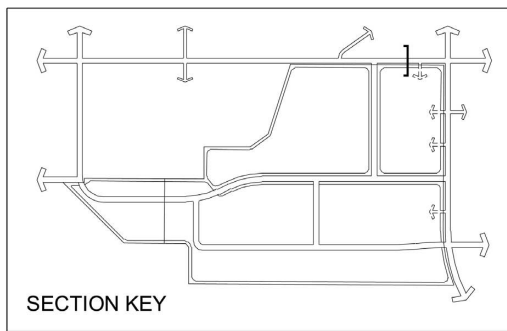
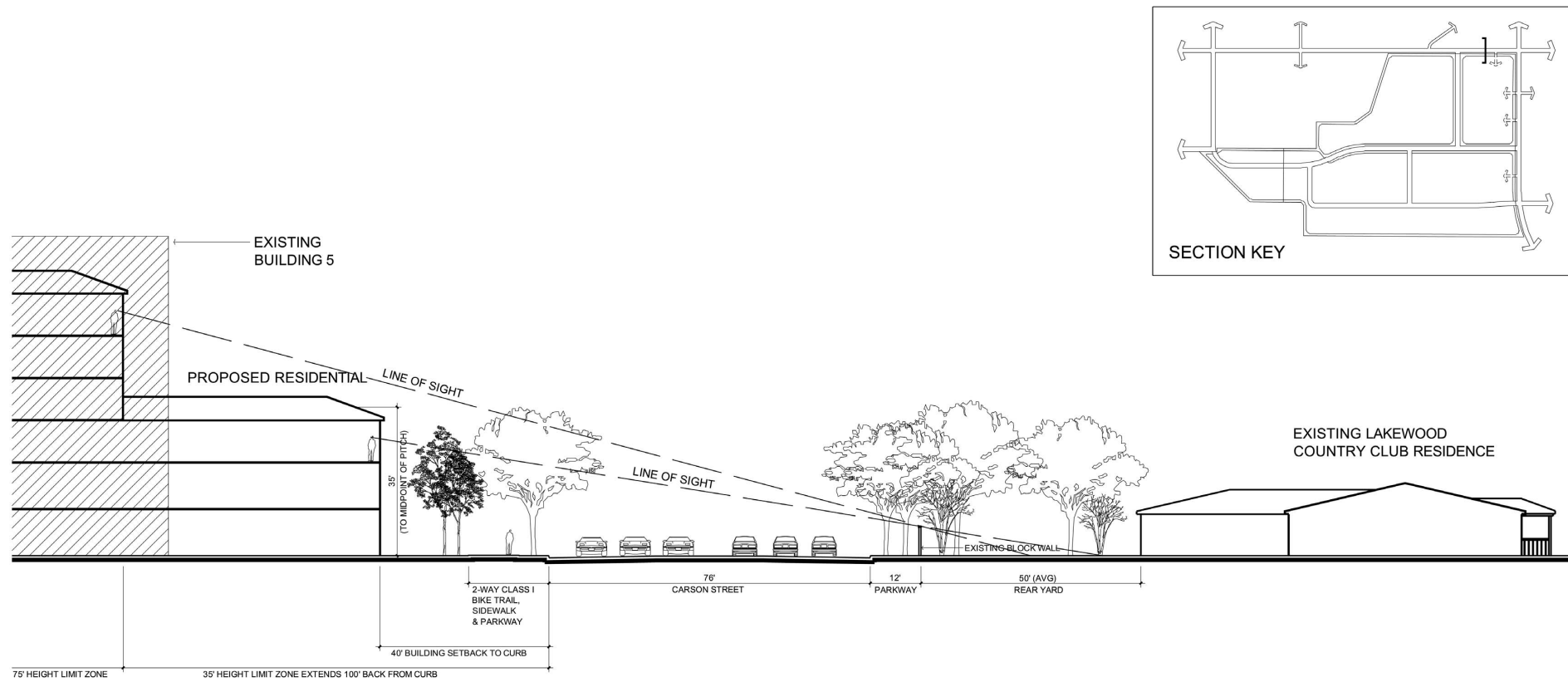
<sup>57</sup> With project implementation, maximum building heights in certain areas of the site, such as the medium-high density residential area, will be lower than existing buildings on-site. Additionally, much of the project site will involve building heights that are comparable to existing buildings.

architectural and design elements, thereby providing visual interest. In addition, the landscaped setbacks described above will create visual buffers between the project and the adjacent uses on all peripheral edges of the site.

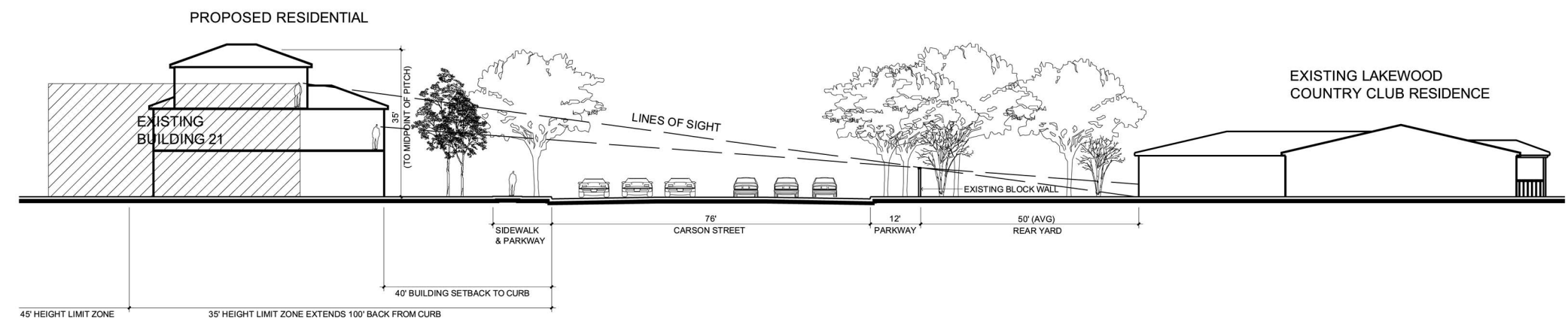
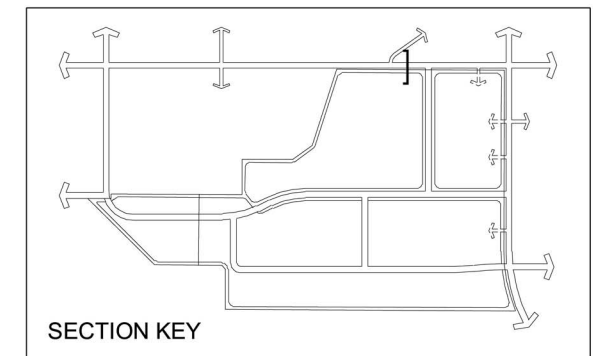
The most aesthetically sensitive uses adjacent to the project site are the nearby single-family residences within the Lakewood Country Club Estates. Residential uses will be developed in the Housing area in the northern portion of the site. The aesthetic character of this portion of the site will change from very large industrial buildings to low-medium and medium-high density residential uses, including detached single family homes, townhomes, townhomes/flats and condominiums and apartments.<sup>58</sup> In addition, the new residential structures adjacent to Carson Street will be limited to a height of 35 feet above the curb elevation for the first 100 feet south of Carson Street, as indicated in Figure 14 on page 135 in Section III, Project Description.<sup>59</sup> South of this height zone, building heights in the low/medium residential area will be a maximum of 45 feet and 75 feet in the medium/high residential area, as shown in Figure 14 on page 135. As shown in Figure 26 on page 204, the height of the buildings in the medium/high density residential area will be lower than the existing and former industrial buildings (e.g., Building No. 5, which is 80 feet in height). Also, as shown in Figure 22, the rooflines of the buildings in the low/medium density residential area could be slightly higher than the existing and former structures (e.g., Building 21). However, with the 28-foot setback plus the 12-foot right-of-way to be introduced, the northernmost façades of the proposed residential structures along Carson Street will be located more than 125 feet from the nearest off-site residential property lines north of Carson Street, and over 175 feet from the southern façades of most of the 12 single-family residences located directly to the north. This intervening space is occupied by considerable landscaping, including trees, in the rear yards of the homes north of Carson Street, as well as street trees bordering the north side of Carson Street (which the project will not affect), and a busy multi-lane major arterial street. An existing block wall is located in the rear yard of the Lakewood Country Club residences and will provide a visual barrier from the proposed residential development. The physical separation between the existing single-family residences and the proposed residential structures along Carson Street, in combination with the amount of existing and proposed landscaping, will create a sufficient buffer and the character of the existing neighborhood will be complemented. Associated affects on views and privacy are discussed below.

<sup>58</sup> As discussed in Section III, Project Description, the low-medium density residential area will comprise an average of 16 dwelling units per gross acre and a range of 5 to 25 units per gross acre; the medium-high density residential area will comprise an average of 46 and maximum of 70 units per gross acre.

<sup>59</sup> The proposed maximum building heights are measured from curb elevation to the top of a parapet or midpoint of a pitched roof within the City of Long Beach.



CARSON STREET SECTION - MEDIUM/HIGH DENSITY RESIDENTIAL AREA  
SCALE: 1" = 30'



CARSON STREET SECTION - LOW/MEDIUM DENSITY RESIDENTIAL AREA  
SCALE: 1" = 30'

The highest structures permitted within the PacifiCenter site, ranging from a maximum of 90 to 120 feet above curb elevation, will be located along Lakewood Boulevard between A and B Streets, as shown in Figure 14 on page 135 in Section III, Project Description. Although heights will increase in this area, design guidelines approved as part of the project will provide for buildings that include human-scaled elements and varied building masses.<sup>60</sup> The off-site uses surrounding this portion of the project site consist of the Boeing commercial 717 assembly plant and office center to the east across Lakewood Boulevard, which are not considered sensitive to the proposed increase in potential building heights. Additionally, the areas along both sides of A Street between Lakewood Boulevard and 1<sup>st</sup> Street will be designated as a retail overlay zone, potentially allowing ground floor retail development with upper story multi-family residential units in the Housing area and ground floor retail uses with upper story commercial uses in the Commercial area, as well as stand-alone retail uses. The retail overlay zone will provide a visual transition between the medium-high density residential uses north of A Street and the potentially taller commercial buildings between A and B Streets. Project development in this area will replace an existing nine-story office building which contrasts with the surrounding low- to mid-rise industrial buildings on-site.

As indicated in Section III, Project Description, the project is a master planned community integrating a variety of land uses. The uses will be located and oriented so as to minimize visual impacts within the project site. For example, residential uses will be generally separated from commercial uses by streets, landscaped areas, and setbacks. The retail overlay area will allow both residential and commercial uses within close proximity. However, the types of retail uses will be service oriented, which is common in a mixed use development in an urban setting. In addition, screening of the Enclave, which will remain in operation during the construction and occupancy of portions of the project, will be provided as shown in Figure 25 to provide a buffer between the Enclave and adjacent uses.

Based on the above, although the height and bulk of some of the PacifiCenter structures in portions of the site may contrast with recent and existing development on the site and in the surrounding vicinity, implementation of the project will result in overall aesthetic benefits. The project will introduce uses that are visually and functionally compatible with the adjacent areas. In addition, the project will not introduce elements that substantially degrade the existing visual character or quality of the site and its surroundings, nor will the project remove or demolish features or elements that contribute

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<sup>60</sup> For example, rather than providing entrances that are tall and grandiose, building entrances will be designed to relate in height to the human form. In addition, breaking up the building mass and using smaller building elements to create a larger building serves to reduce the perceived size of a structure.



positively to the visual character of the vicinity. Project development will also represent a substantial aesthetic improvement relative to the appearance of the site as it undergoes building removal as part of the mandated remediation program, which visually contrasts with surrounding development. The project will incorporate landscaping within the public rights-of-way and on private property in accordance with ordinance requirements. Furthermore, the project will be consistent with the goals of the City of Long Beach General Plan through implementation of design guidelines that will allow a variety of building types incorporating quality design and landscaping. The City of Lakewood General Plan goals will also be met, as the project will maintain a human scale and create organization and functional cohesiveness. The project will also comply with the zoning ordinances of each of these Cities and applicable FAA regulations. Accordingly, project impacts associated with aesthetics will be less than significant.<sup>61</sup>

## **(2) Views**

Development of the proposed project may result in structures with heights greater than some that currently exist on the site, as well as structures with reduced building heights. As with the existing development, new development will be visible from the surrounding vicinity, including portions of the residential and commercial areas to the north of Carson Street, the Airport, and portions of the Lakewood Country Club, Skylinks Golf Course, and Long Beach Community College. The site will also continue to be visible from the surrounding roadways, including Carson Street, Lakewood Boulevard, Paramount Boulevard, and Cover Street. Figure 27 through Figure 31 on pages 207 through 211 present visual comparisons of existing conditions and future conditions with development of buildings, structures, and landscaping associated with the PacifiCenter project. These conceptual illustrations show the potential effect that proposed development might have on views of and across the PacifiCenter site.

As illustrated in the figures, proposed landscaping will affect the short-range views of and around the project site. In addition, incorporation of the architectural and design elements described above, including establishment of setbacks, will positively affect short-range views in the area.

Views from the surrounding roadways will be modified by the proposed development. Views along Carson Street, Lakewood Boulevard, Paramount Boulevard, and Cover Street will be more defined as a result of the project, with proposed buildings

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<sup>61</sup> *Impacts will remain the same when compared with the site subsequent to the completion of all permitted demolition activities in association with the remediation program.*



Conceptual view looking west adjacent to intersection of Carson Street and Lakewood Boulevard.



VIEW LOCATION ADJACENT TO INTERSECTION OF CARSON STREET AND LAKEWOOD BOULEVARD



Existing view looking west adjacent to intersection of Carson Street and Lakewood Boulevard





Conceptual view looking west on Carson Street from just east of Lakewood Country Club.



VIEW LOCATION ON CARSON STREET NEAR LAKEWOOD COUNTRY CLUB



Existing view looking west on Carson Street from just east of Lakewood Drive.





Conceptual view looking west along Carson Street.



VIEW LOCATION AT  
CARSON STREET



Existing View looking west along Carson Street.





Conceptual view looking south from Paramount Boulevard near Cover Street.



Existing view looking south from Paramount Boulevard near Cover Street.



VIEW LOCATION FROM PARAMOUNT BOULEVARD NEAR COVER STREET





Conceptual view looking north on Lakewood Boulevard at Conant Street.



VIEW LOCATION ON  
LAKEWOOD BOULEVARD AT CONANT STREET



Existing view looking north on Lakewood Boulevard at Conant Street.

and landscaping defining and framing such views, as illustrated in the figures. For example, views of the project site from Carson Street east of Lakewood Boulevard will predominantly be of the new landscaping and residential buildings located at the corner of Lakewood Boulevard and Carson Street, as depicted in Figure 27 on page 207. The existing building on that corner will be removed, and no aesthetic resources will be blocked by the proposed buildings. Overall, as the existing views along the roadways in the surrounding vicinity are limited and there are no aesthetic resources visible in the distance, no valued views will be obstructed and impacts will be less than significant.

Due to the relatively flat topography of the area, the site will not be clearly visible from within the Lakewood Country Club Estates, with the exception of intermittent views of upper stories of the proposed buildings, as occur under existing conditions. To the extent that project development will introduce quality, sensitively designed, and visually attractive architecture, intermittent views of project buildings will improve. As described above and indicated in Figure 26 on page 204, while the height of structures within the low to medium density may be taller than existing buildings in that area of the site, the height of structures developed within the medium to high density residential area along Carson Street will be lower than the former and existing buildings in that area of the project site. As also shown in Figure 26, while the upper floors may have views into the rear yards of residential uses to the north, such views will be obscured by existing and proposed landscaping as well the existing block wall.<sup>62</sup> Furthermore, the intervening distance between on-site development and residences to the north (i.e., over 175 feet) will be sufficient to reduce visual acuity to beyond a level capable of interfering with residential privacy. Additionally, the existing trees on the north side of Carson Street in combination with street trees that will be planted along the south side of Carson Street will also reduce visibility. Therefore, the privacy of the single-family residences to the north will be preserved relative to views from taller buildings south of A Street due to substantial distances and view obstruction by on-site development, the existing block wall, and landscaping.

Views of the project site from the Lakewood Country Club Golf Course will also be mainly of the upper portions of proposed buildings, similar to existing conditions, with more direct views of the site available from the southern portion of the golf course south of Carson Street. As discussed above, to the extent that project development is considered more visually attractive than the former industrial uses, intermittent views from the golf course to the project site will improve. Nonetheless, existing golf course landscaping and proposed setbacks along the adjacent project site boundary will serve to obscure views of

<sup>62</sup> *The landscaping on the north side of Carson Street will continue to be maintained by Boeing or its heirs or assignees, which will ensure that the landscaping provides a visual buffer between the existing residences and the proposed residences on the project site.*

project development. If the western portion of A Street is moved to the north to run parallel with the project boundary along the Golf Course, this roadway configuration will result in a greater distance between the Golf Course and any future building. With this optional configuration, A Street and the associated parkways will create an additional visual buffer between the Golf Course and buildings developed on the project site. Views across the Airport will continue to be urban in nature and will benefit from the aesthetic improvements that are proposed as part of the project. Views of the San Gabriel Mountains from areas located at the same elevation as the project site are currently limited and will not be impacted by the project. Existing views of Signal Hill may be intermittently interrupted or partially obscured by new development, though lower building heights in portions of the site may also open up new views. Regardless, project development will not entirely or substantially obstruct such views.

In addition to the viewsheds within the general vicinity of the project site, the proposed development will be clearly visible from atop Signal Hill. However, Signal Hill is located at an increased elevation and at a sufficient distance from the project site such that development at the PacifiCenter site will not impact views from this vantage point, including long-range views of the San Gabriel Mountains.

View corridors within the site, running in a north-south direction, will be created by the RPZs in the southern portion of the site. In addition, as shown on Figure 5 on page 118 in Section III, Project Description, the open space areas (i.e., parks, parkways, and setback areas) provided throughout the site will create a greenbelt system, which provides visual relief from the urban development. The streets and bike lanes will serve to link the greenbelt system together.

Based on the above, there are currently only limited or intermittent views within and of the project site. While development of the project site may alter such views, the project will not substantially obstruct or eliminate existing views of valued on- or off-site aesthetic features. In addition, implementation of the project will not conflict with applicable regulations relating to view resources included in the Long Beach and Lakewood General Plans and Zoning Ordinances, since, pursuant to such regulations, the project will enhance the overall aesthetic environment while shielding the less aesthetically pleasing elements of development, thereby improving views in the vicinity. Furthermore, the beneficial effects of the project on the aesthetic character of the area, as discussed above,

will similarly improve associated views. Thus, view impacts associated with implementation of the project will be less than significant.<sup>63</sup>

### (3) Light and Glare

Implementation of the proposed project will increase ambient light levels on the project site and in the immediately surrounding vicinity. Project-related lighting will consist of point light sources of low to medium brightness. Nighttime exterior lighting will consist of street lighting, vehicular circulation and parking area lighting, pedestrian lighting, architectural and accent lighting, service area lighting, flight ramp lighting, and parking structure lighting. Impacts from the flight ramp lighting (within the Enclave) will be shielded by remaining buildings within the Enclave (e.g., Buildings 41A and 15) and to some extent by the proposed fence and landscaping around the northern and eastern perimeter of the Enclave. In addition, as discussed in Section V.I., Noise, a mitigation measure is proposed that prohibits development of residential uses in close proximity to the Boeing Enclave until such time that 717 run-up activities permanently cease, which further reduces the potential for new residential units to be affected by lighting from the Enclave. As discussed above, nighttime exterior light sources will be focused onto the surfaces to be lit (e.g., building details, landscape elements, signs, and pedestrian areas) and shielded as appropriate. Lighting for parking facilities will be directed onto the site and shielded so as to prevent light spillover effects. Of the existing aircraft warning lights, only those on Building 15, the blast walls and on tall light poles will remain as part of the proposed project while the Enclave remains. The need for new aircraft warning lights will be determined by the FAA per Part 77. These remaining warning lights will be low-intensity, LED (light emitting diode) lights and approximately 28 watts. Based on the discussion above, no direct rays or glare will be permitted to shine onto local streets or adjacent lots. In addition, lighting will comply with ALUP Safety Policies, as described in Section V.E, Hazards and Hazardous Materials.

In addition to the specific design considerations that address exterior lighting, the landscaped setback zones will act as further light shields. For example, the Carson Street landscaped setback will act as an effective shield to block any residual light from reaching the residential neighborhood on the north side of Carson Street. If the western portion of A Street is moved to the north to run parallel with the project boundary along the Golf Course, this roadway configuration will place the street and therefore, vehicles closer to the golf course. However, given that the site is flat and there will be an 11-foot right-of-way

<sup>63</sup> *Impacts will remain the same when compared with the site subsequent to the completion of all permitted demolition activities in association with the remediation program.*

between the project boundary and the roadway, no substantial light and glare affects from vehicles on A street will result with this configuration. As such, the project will not result in substantial illumination of any light-sensitive uses in the surrounding vicinity, nor will the project conflict with applicable light regulations. Thus, impacts on lighting will be less than significant.

The intensity of glare will depend on the building materials used and the ultimate design of the new development. As discussed above, highly reflective glass materials or glazing will not be permitted on the site. The indirect reflection of sunlight from parked vehicles and direct glare generated from vehicle headlights within the parking areas and on the internal and peripheral roadways during evening and nighttime hours could potentially occur off-site. However, the surface parking lots will be associated with commercial buildings and will be located in the southern portion of the site.<sup>64</sup> Parking structures will be designed to minimize light spillover onto adjacent properties or roadways. Landscaping will help screen any potential glare, protecting glare-sensitive uses, which generally include the Lakewood Country Club Estates and the surrounding transportation corridors. Furthermore, the project will not conflict with applicable glare regulations set forth by the Cities of Long Beach and Lakewood and by the FAA. Accordingly, glare impacts will be less than significant.<sup>65</sup>

#### 4. CUMULATIVE IMPACTS

Several projects are proposed in the general vicinity of the project site, including: the ongoing Cleanup and Abatement Order 95-048 (Related Project No. 44, the on-site remediation program discussed above); a 94,268 square foot Kohl's department store (Related Project No. 6) and a 9,587 square foot commercial building (Related Project No. 12) both located on Carson Street, just west of Lakewood County Club;<sup>66</sup> and operational improvements at the Airport (Related Project No. 77) involving 43,000 square feet of building improvements, and a 4,000 space parking garage. Additional development planned south and west of the Airport includes new office, hotel, and self-storage uses (Related Project Nos. 82, 85, and 86) which could potentially involve mid- to high-rise structures.

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<sup>64</sup> Large surface parking lots (i.e., greater than 25 spaces) will not likely be located within the residential area since parking will be provided in structures or on the streets.

<sup>65</sup> Impacts will remain the same when compared with the site subsequent to the completion of all permitted demolition activities in association with the remediation program.

<sup>66</sup> Related Projects No. 6 and No. 12, which were proposed at the time of the preparation of the related projects list, have been completed.



While potential mid- to high-rise structures in the project area may be visible from vantage points within the project site or on adjacent roadways, due to the relatively flat topography and the urbanized nature of the area, the related projects will not be prominent in views from the site or the immediately surrounding area. None of the related projects is expected to appreciably alter the urban character of the area. Although Related Project No. 6 has the potential to increase ambient light levels in the area in association with exterior and parking lot lighting, project-specific mitigation and the presence of intervening trees and considerable landscaping at the adjacent Lakewood Country Club golf course will minimize light effects experienced at or near the PacifiCenter site. Given the relatively small size of Related Project No. 12, it will not substantially contribute to aesthetic, view, light, or glare impacts. Similarly, the Airport improvements are not proposed to include tall buildings and will not change the visual character of uses or activities on that property. Other projects in the general vicinity will be sufficiently distant from the project site so as to have a minimal cumulative effect, if any, on aesthetics and views. In addition, the proposed commercial uses within the southern portion of the project site will create a buffer between the on-site residential uses and the Airport activities and other development to the south of the project site. Furthermore, each of the related projects will be subject to the project and permit approval process. As such, no significant cumulative impact to aesthetics, views, or light and glare will occur.

## **5. MITIGATION MEASURES**

The following mitigation measures are provided to ensure that potential impacts associated with aesthetics, views, and light and glare will be less than significant.

V.A-1     Minimum setbacks measured from the property line to the building face shall be provided in accordance with PD-32 requirements (refer to Figure 19 in Section III, Project Description, of this EIR. The setbacks along the periphery include:

- A 28-foot setback from the property line along Carson Street (excluding the 12-foot right-of-way).
- A 26-foot setback from the property line along Lakewood Boulevard (excluding the 14-foot right-of-way).
- A 20-foot setback from the property line adjacent to the Lakewood Country Club.

- A minimum 20-foot setback along the limited portions of the Airport edge on the southern and southwestern boundaries of the project site that are not part of the Long Beach Airport Layout Plan Building Restriction Zone. The no-build zone, which is greater than 20 feet in width, extends along most of the southern portion of the project site.

Setbacks have also been established for several of the internal streets, as follows:

- A 2-foot setback from the property line (excluding the 10-foot right-of-way) along A Street between Lakewood Boulevard and 1st Street for street-oriented retail uses.
- A 10-foot setback from the property line (excluding the 11-foot right-of-way) along 1st Street.
- An 18-foot setback from the property line (excluding the 11-foot right-of-way) along other internal collector roadways, including 2nd and 3rd Streets, except for those street segments that abut Building Restriction Zones, where adjacent development is not permitted.<sup>67,68</sup>

These proposed setbacks shall be set forth by the Planned Development-32 District for the City of Long Beach portion of the site. (For those internal streets that may be constructed within the project site but are not depicted in Figure 19 on page 142 of this EIR, setbacks may vary and may be less than the setbacks indicated in Figure 19 on page 142 of this EIR.)

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

<sup>67</sup> Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than 30 feet, in accordance with the Design Guidelines to be implemented as part of the project.

<sup>68</sup> If A Street in the western portion of the site is located adjacent to the Golf Course, the minimum building setback will be 5 feet from the property line (excluding the 11-foot right-of-way).

**Action Indicating Compliance:** Site plan review/issuance of building permits/certificate of occupancy

- V.A-2 Maximum building heights shall be defined in the PD-32 ordinance in conformance with Figure 14 of this EIR, Height Zones, in Section III, Project Description, of this EIR. The proposed maximum building heights shall be measured from curb elevation to the top of a parapet or midpoint of a pitched roof within the City of Long Beach. Project buildings located within the City of Lakewood shall be limited to four stories and 55 feet, measured from finished grade to the ceiling of the uppermost story.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-3 Design Guidelines shall be developed for the PacifiCenter project and shall establish standards regarding building and roof design, landscape amenities, streetscaping and pedestrian improvements, including sidewalks and bike lanes, and signage and exterior lighting.

**Monitoring Phase:** Pre-Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-4 New utility lines for water, gas, sewer, electricity, and communications associated with the project shall be installed underground, to the extent feasible. Underground utility installation shall not interfere with the

ongoing remediation program and shall comply with the Risk Management Plan (RMP) designed to assure the long-term protection of health and safety of future residents and employees at the project site. Service areas, including loading docks, refuse collection areas and storage areas shall be visually screened from the street and adjacent parcels to the extent feasible.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

V.A-5 All night lighting installed on private property within the project site shall be shielded, directed away from residential uses, and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/FAA requirements.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

V.A-6 All lighting shall comply with all applicable ALUP Safety Policies and FAA regulations.

**Monitoring Phase:** Construction

**Enforcement Agency:** Federal Aviation Administration

**Monitoring Agency:** City of Long Beach Airport Bureau and City of Lakewood Community Development Department

**Action Indicating Compliance:** Filing of Form 7460-1 with FAA

V.A-7 The use of glass with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.

**Monitoring Phase:** Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

V.A-8 If located in the residential portion of the project site or fronting A Street in the commercial area, the electrical substation shall be a low profile structure (equipment will be approximately 12 feet in height) whereas if the substation is located in the commercial area not fronting on A Street the equipment may be approximately 20 feet in height.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

V.A-9 The electrical substation to be constructed on-site shall include an 8-foot masonry wall located at the building setback line. The area between the right-of-way and the setback shall be landscaped with groundcover, shrubs and trees.

**Monitoring Phase:** Pre-Construction/Construction



**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-10 Landscaping shall be installed on the eastern side of the Enclave fence from the north end of Building 15 to the southern property line upon installation of Phase I commercial infrastructure. Landscaping shall be installed on the northern side of the fence surrounding the Enclave or along the proposed street to the north of the Enclave upon development of the residential units in the northwestern portion of the site as shown in Figure 25 of this EIR.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-11 All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security. Rooftop lighting shall be limited to security lighting and aircraft warning lights as may be required by FAA.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-12 The south side of existing Building 1C shall be screened from views along A Street by an architectural facade. The remaining east, west and north sides of 1C shall also be screened to minimize views of the structure. This shall be accomplished with either an architectural facade similar to the south side of the building, with landscape screening using evergreen trees and shrubs in front of a masonry wall or with landscape screening using evergreen trees and shrubs. Should the north, east or west side of 1C be located fronting A street, then the street shall be located so that the building is set back from the right-of-way in a similar manner as if it were a new building in this area.

**Monitoring Phase:** Pre-Construction /Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

## **6. SIGNIFICANCE AFTER MITIGATION**

Incorporation of the Project Features and mitigation measures described above will ensure that the project will not result in significant and unavoidable impacts relative to aesthetics, views, or light and glare.